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CONFIDENTIAL.

(5342.)

138

FURTHER CORRESPONDENCE

RESPECTING THE

NAVIGATION

OF THE

RIVERS TIGRIS AND EUPHRATES.

[In continuation of Confidential Paper No. 5017.]

1885.

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Printed for the use of the Foreign Office. October 1886.

CONFIDENTIAL.

Further Correspondence respecting the Navigation of the Rivers Tigris and Euphrates.

[In continuation of Confidential Paper No. 5017.]

No. 1.

Earl Granville to the Earl of Dufferin.

(No. 80. Commercial. Confidential.)

Foreign Office, June 23, 1884.

My Lord,

I TRANSMIT herewith, for your Excellency's information, a complete copy of the printed correspondence respecting the question of the navigation of the Tigris.*

I beg to call your Lordship's attention more particularly to my note of the 6th instant to Musurus Pasha.

I am, &c.
(Signed) GRANVILLE.

No. 2.

Mr. Wyndham to Earl Granville.—(*Received January* 1, 1885.)

(No. 284. Commercial. Confidential.)

Constantinople, December 21, 1884.

My Lord,

I HAVE the honour to state that, having received a telegram from Her Majesty's Consul at Bagdad, dated the 16th instant, asking that permission may be granted to Messrs, Lynch and Co. to possess a new barge on the Tigris to be used solely as a depôt for landing and receiving cargo, I caused an application to be made in this sense to the Minister for Foreign Affairs, carefully explaining that this barge would be employed only for the purpose indicated, that it would not be used for towing or carrying purposes, and would not in any way constitute an addition to their existing fleet.

His Excellency, in reply, expressed regret that, in view of the continual demands which are being made by the French and Dutch to have also the privilege of navigating the Tigris, the Porte cannot safely comply with this fresh request put forward on Messrs. Lynch's behalf.

Assim Pasha expressed a hope that these gentlemen will rest satisfied with the privilege they are now enjoying to the exclusion of all foreign competitors, and added that it is very desirable that they should not seek for further advantages, and thereby give the French a fresh opening for urging on the Porte their previous demands.

I have communicated this decision and opinion of Assim Pasha to Mr. Consul-General Plowden, and I venture to express to your Lordship the opinion that it is very undesirable to put forward any request which may reopen the question of the navigation of the Tigris at present.

I have written to Mr. Plowden in this sense.

I have, &c.
(Signed) HUGH WYNDHAM.

* Note to Musurus Pasha, June 6.

PUBLIC RECORD OFFICE, LONDON

No. 3.

Earl Granville to Mr. Wyndham.

(No. 4. Commercial.)

Foreign Office, January 6, 1885.

Sir,

I HAVE to acknowledge the receipt of your despatch No. 284, Commercial, of the 21st ultimo, relative to a new barge which Messrs. Lynch wish to use as a depôt on the Tigris; and I have to state, in reply, that I concur in your opinion, that it is very undesirable to reopen at present the question of the navigation of the Tigris.

I am, &c.

(Signed) GRANVILLE.

No. 4.

Mr. Lynch to Lord E. Fitzmaurice.—(Received January 17.)

The Euphrates and Tigris Steam Navigation Company (Limited),

3, Salter's Hall Court, Cannon Street, January 16, 1885.

My Lord,

AN important question having arisen in Bagdad, I should feel very much obliged by your Lordship according me a short interview at any place and time convenient to your Lordship.

I have, &c.

(Signed) T. K. LYNCH, *Chairman.*

No. 5.

Mr. Lynch to Earl Granville.—(Received January 20.)

The Euphrates and Tigris Steam Navigation Company (Limited),

3, Salter's Hall Court, Cannon Street, January 16, 1885.

My Lord,

ON the 17th August and the 15th October, 1883, I addressed your Lordship, summarizing the various matters in connection with the navigation of the Euphrates and Tigris by the steamers of this Company, which had been the subject of active diplomatic communication between the Foreign Office and Constantinople, and your Lordship stated, in reply, that the matters in question were under discussion with the Porte.

In the interval I have abstained from troubling your Lordship with communications regarding our rights, but I am now compelled to bring to your notice certain matters, small in themselves, but calculated to render the operations of the Company entirely abortive if persisted in.

In October last advices from our Bagdad representative stated that the steamers, which have many years discharged their cargoes at the custom-house, were prevented going alongside by the presence of Turkish steamers, and consequently unable to deliver their cargoes, and, being under mail contract engagements with the Government of India, and only two steamers being allowed to be employed by the Turkish authorities, this delay in the delivery of goods became a matter of the most serious importance.

In this dilemma Her Britannic Majesty's Consul-General was appealed to, and in order to avoid conflict with the Turkish authorities about the custom-house wharfage, it was decided to bring up a barge from Busreh to receive the goods from the mail-steamers, and so enable them to return with the homeward mails.

Accordingly, the barge was ordered up from Busreh, and again with the object of avoiding a dispute with the authorities, our representative directed that it should be tracked up empty instead of being towed by one of the river steamers with cargo, that being a point which your Lordship informed me was under discussion with the Porte.

On arrival at Gourna, however, this barge was stopped by order of the Turkish officials, and, looking to the fact that in any port in the world ships are at liberty to discharge their cargo into barges, it must be clear to your Lordship that this action on their part, preventing us availing ourselves of the ordinary method in such cases, taken in conjunction with the insufficiency of wharfage space and their keeping the

Turkish steamers there, shows their real intention is to place obstructions in the way of carrying on our legitimate trade, our vessels being unable to go up to their old berth at the custom-house wharf, and not allowed to avail themselves of an empty barge into which they might discharge.

I am informed by telegraph that the remonstrance made by the Consul-General at Bagdad to Constantinople has met with no response, and I am therefore unwillingly compelled to again approach your Lordship, and in doing so I think it only right, in the interests I represent, to urge not only that this act of obstruction be removed, but that the matters referred to in my letters of the 17th August and 15th October, 1883, above mentioned may be disposed of.

I have, &c.

(Signed) T. K. LYNCH, *Chairman.*

No. 6.

Earl Granville to Mr. Wyndham.

(No. 13. Commercial.)

Foreign Office, January 26, 1885.

Sir,

WITH reference to your despatch No. 284, Commercial, dated the 21st ultimo, and marked Confidential, I transmit to you a copy of a letter from Mr. Lynch,* further complaining of the obstacles interposed in the way of the Euphrates and Tigris Steam Navigation Company's steamers delivering their cargoes at Bagdad.

I have now to point out to you that the circumstances set forth in Mr. Lynch's letter tend to alter the complexion of the case, as stated in your above-mentioned despatch.

The Company's steamers have been driven from the wharves, owing to the insufficiency of the wharfage accommodation, which is entirely taken up by Turkish steamers; and they are consequently compelled to use barges for loading or discharging their cargo and passengers.

The opposition offered to their so acting is evidently a vexatious proceeding, for the method is adopted in all parts of the world under similar circumstances.

The Porte will have been placed in possession of the views entertained by Her Majesty's Government on the general question of the navigation of the Tigris by British steamers, through my note to Musurus Pasha dated the 6th June last, a copy of which accompanied my despatch No. 80, Commercial, of the 23rd June, to Lord Dufferin, marked Confidential.

It therefore only remains for you to place the matter again before the Ottoman Government in the light of Mr. Lynch's explanation, and to press that instructions be sent at once to Bagdad to put a stop to the annoyance occasioned to the steamers of the Euphrates and Tigris Company by the difficulties which are put in their way by the local authorities, and which impede their legitimate traffic.

I am, &c.

(Signed) GRANVILLE.

No. 7.

Lord E. Fitzmaurice to Mr. Lynch.

Foreign Office, January 27, 1885.

Sir,

I AM directed by Earl Granville to acknowledge the receipt of your letter, dated the 16th instant, further relating to the obstacles interposed by the authorities at Bagdad in the way of loading or unloading the steamers of the Euphrates and Tigris Steam Navigation Company by means of barges or otherwise; and I am, in reply, to inform you that his Lordship has instructed Her Majesty's Chargé d'Affaires at Constantinople to address a representation on this subject to the Ottoman Government.

I am, &c.

(Signed) EDMOND FITZMAURICE.

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* No. 5.

PUBLIC RECORD OFFICE, LONDON

No. 8.

Mr. Wyndham to Earl Granville.—(Received January 31.)

(No. 8. Commercial.)

My Lord, *Constantinople, January 15, 1885.*

I HAVE the honour to report that, on the receipt of your despatch No. 4, Commercial, I addressed a telegram to Mr. Plowden, Her Majesty's Consul-General at Bagdad, informing him that your Lordship concurs in my opinion that it is very undesirable to reopen at present the question of the navigation of the Tigris.

I have, &c.

(Signed) HUGH WYNDHAM.

No. 9.

Mr. Plowden to Earl Granville.—(Received February 2.)

(No. 1. Commercial.)

My Lord, *Bagdad, January 6, 1885.*

I HAVE the honour to submit, for your Lordship's information, copy of two despatches, with inclosures, dated respectively the 3rd December, 1884, and the 6th instant, to Her Majesty's Chargé d'Affaires, Constantinople, regarding the action of the Turkish authorities in stopping an empty barge belonging to the Euphrates and Tigris Steam Navigation Company, which was being tracked by hand from Busreh for use at Bagdad as a depôt at which the Company's steamers might load and discharge their cargo.

I have, &c.

(Signed) TREVOR CHICHELE PLOWDEN.

Inclosure 1 in No. 9.

Mr. Plowden to Mr. Wyndham.

Sir, *Bagdad, December 3, 1884.*

WITH reference to my telegram of the 27th November, I have the honour to inclose copy of two letters which I have received from the agents of the Euphrates and Tigris Steam Navigation Company, and which explain the circumstances which have rendered the employment of a barge at Bagdad as a depôt for cargo essential to enable the Company to carry on its legitimate business.

2. Briefly the circumstances are as follow:—The custom-house at Bagdad is not only so limited in size that when business is active it cannot hold all the goods that have to pass through it, but also it possesses only a single wharf, so that only one steamer can discharge its cargo at a time. The complaint of Messrs. Lynch and Co. is that the administration of the Ottoman Oman takes advantage of this circumstance, and keeps its steamers at the wharf for periods far exceeding the requirements of the case, with the express object of delaying the English steamers. In support of this charge they cite various instances, showing that on several occasions the Turkish steamers have deliberately occupied the berth for five and six days, when a stay of a couple of days would have amply sufficed for the requirements of the case. The proceedings of the "Resafa" are a good instance in point. This steamer arrived at Bagdad on the 19th November, got the berth on the 20th, and although there were only 423 packages to be discharged—a single day's work—and although two other steamers (one of them an English steamer) were waiting to discharge, kept the berth until the morning of the 26th November. Compare this with the treatment of the English steamers, which carry some 3,000 packages, and which rarely (except when no Turkish steamer happens to be in port) get more than two days to discharge and load. I am able to corroborate in a general way the statements made by Messrs. Lynch and Co., because I have watched the proceedings of the Director of the Turkish steamers for some time past, not only in pursuance of my ordinary duty of seeing that British trade is fairly dealt with, but also because Messrs. Lynch and Co.'s steamers carry the Indian mail between Bagdad and Busreh, and because it will be impossible

for them to keep up the weekly communication provided by their contract with the Secretary of State for India unless their steamers receive equality of treatment with the Turkish steamers at the customs wharf at Bagdad.

3. The object, therefore, which Messrs. Lynch and Co. have in view in bringing a barge to Bagdad is to enable them to protect themselves from the consequences of the unfair conduct of the Director of the Ottoman Oman. The barge will be moored at the custom-house, and will, in fact, serve the purpose of an additional wharf. There is no intention of using it for any other purpose, and it was dispatched from Busreh empty, with the express object of showing that there was no intention of raising the old question of attaching laden barges to the English steamers. As stated in my telegram of the 27th November, I know of no prohibition against tracking by hand an empty barge from Busreh to Bagdad, and I fail to see what possible objection can be raised when once an assurance has been given that the barge will not be used for traffic up and down the Tigris.

I have, &c.

(Signed) TREVOR CHICHELE PLOWDEN.

Inclosure 2 in No. 9.

Messrs. Lynch and Co. to Mr. Plowden.

The Euphrates and Tigris Steam Navigation Company (Limited),

Bagdad, November 27, 1884.

Sir,

WE have the honour to inform you that, owing to the delay in discharging our steamers, consequent upon the continuous occupation of the customs wharf by the Turkish steamers which are frequently alongside for days, either doing nothing or taking in cargo, which could as easily be done over another steamer, we have, as you are aware, lately found much difficulty in fulfilling our mail contract with Her Majesty's Indian Government, and in order to facilitate the discharge of our steamers in future, when they are unable to get alongside the customs-house, we recently arranged to have one of our barges towed up here from Busreh by hand, quite empty, to be used here as a depôt for storing cargo when required. This action was only rendered necessary by the determined resistance of the Turkish steamers, and the expense of towing the barge, which has already been paid in full, was naturally very large.

We now learn by telegraph from Busreh that, upon arrival at Gurnah, the barge has been detained by the Turkish officials, though upon what grounds we are quite at a loss to understand, as no objection is raised to boats of any size, and the fact of our barge being of different shape and material can scarcely form a pretext for her prohibition, especially under the circumstances stated above.

We beg therefore to request your good offices in obtaining the release of our barge, and permission to proceed to her destination.

We have, &c.

(*Pro* Stephen Lynch and Co.),

(Signed) T. S. BLOCKEY, *Agents.*

Inclosure 3 in No. 9.

Messrs. Lynch and Co. to Mr. Plowden.

The Euphrates and Tigris Steam Navigation Company (Limited),

Bagdad, December 2, 1884.

Sir,

IN continuation of our despatch of the 27th ultimo, we have the honour to call your attention to a few of the more recent instances of detention to our steamers, and in doing so we would beg you to bear in mind, for comparison's sake, that our steamers, carrying about 3,000 packages (more than a Turkish steamer and barge together can carry), scarcely ever get more than two days to discharge and load except in the very rare event of there happening to be no Turkish steamer here.

On the 17th August last the "Ressafa," with a barge, came alongside the wharf to discharge at noon, and did not leave it until the 2nd September, at the same time, having occupied the berth six days, notwithstanding the arrival of our steamer,

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"Medjidieh," and the Turkish steamer, "Meskena," on the 30th August, both of which were, of course, waiting to discharge.

Again, the "Ressafa" and barge occupied the berth on the evening of the 23rd October, and remained there until the evening of the 28th, although the "Phrat," "Medjidieh," and "Meskena" had all arrived in the interval, and were waiting to discharge.

Another instance of opposition was by the "Ressafa" on her last trip. She arrived here on the night of the 19th ultimo, and occupied the berth on the evening of the 20th, on the departure of the steam-ship "Khalifah." The "Ressafa's" cargo consisted of 423 packages, and she was alongside the wharf until the morning of the 26th idem, though the "Phrat" and "Medjidieh" were both waiting to discharge.

Upon completion of "Ressafa," referred to in the preceding paragraph, the "Phrat" occupied the berth two days discharging, and after her the "Medjidieh," which vessel left on the evening of the 30th, and upon her departure, although the "Mosul" and "Khalifah" were both waiting to discharge, the "Phrat" was put alongside again, and kept there the whole of yesterday.

The "Khalifah," as you are aware, is timed to leave this at daylight on the 5th instant, but as the "Mosul" arrived before her, and only went alongside this morning, upon the departure of "Phrat," it is impossible to say yet when we shall be able to commence work.

We have, &c.
(*Pro* Stephen Lynch and Co.),
(Signed) T. S. BLOCKEY, *Agents.*

Inclosure 4 in No. 9.

Mr. Plowden to Mr. Wyndham.

Bagdad, January 6, 1885.

Sir,

I HAVE the honour to acknowledge your confidential telegram, dated the 20th December, informing me of the decision of the Porte not to allow the Euphrates and Tigris Steam Navigation Company to bring their empty barge to Bagdad, and of the reasons on which that decision is based.

2. On my return to Bagdad from Busreh on the 29th December, I informed the Agent of the Company in question that there was no probability of obtaining immediate permission to bring the barge to Bagdad, and in consequence of this intimation he has addressed me a letter, dated the 30th December, of which I inclose a copy for your consideration.

3. In this letter the Company's Agent deals with three matters:—

First, he refers to the object which the Company had in view in desiring to bring the barge to Bagdad, and explains the measures taken to conciliate Turkish susceptibilities.

Secondly, he draws attention to the impediments which the action of the Turkish authorities throws in the way of British commerce in these parts, and proposes, in order to meet the special difficulty caused by the existence of only a single wharf at the custom-house at Bagdad, to build at the Company's sole expense a bonded wharf for the use of the Company's steamers.

Thirdly, he cites another instance in which one of the Company's steamers (the "Khalifah") was recently prevented, without reasonable cause, from using the existing wharf for nearly three days.

4. I venture to think that the decision which the Porte has given in this matter is so far satisfactory that it is not based upon any of the objections raised by the Wali of Bagdad, and which it may therefore be presumed are not considered of any real importance. With regard to the decision itself, I am not aware, of course, what attempts may have been made at Constantinople to obtain concessions for the navigation of the Tigris, but locally there is no sign of any action of the kind being under contemplation, nor has either of the nations named in your telegram a single house of business at Bagdad. But be this as it may, it is difficult to perceive what connection there is between the request of the Euphrates and Tigris Company, to which the Porte has declined to accede, and the general question of the free navigation of the Tigris by merchant-vessels of all nations. If the Company had asked to be allowed to employ this barge on the Tigris in augmentation of their existing fleet, or had sought to obtain some new advantage, the grounds of the Porte's refusal would have been fully

understood. But as explained in my despatch of the 3rd December, the barge when brought to Bagdad would be moored at the custom-house for use there as a wharf for loading and discharging the Company's steamers, and it would in no way increase their carrying powers. The necessity for the barge has arisen solely from the deficiency of accommodation at the custom-house, and from the obstructive proceedings of the Director of the Ottoman steamers which prevent the existing accommodation from being used to the best advantage.

5. The proposal that the Company should be allowed to construct a bonded wharf at its own expense for the use of its own steamers would, of course, meet the difficulty in question, but I cannot perceive any likelihood of this suggestion being acceptable to the Imperial Government. It might, however, be possible to induce the Porte to take up the question of enlarging the custom-house at Bagdad, and in the meantime to instruct the local authorities to lay down fair regulations for the use of the existing accommodation, so that there may be no cause for further complaints. Since British merchants are not allowed to employ, even at their own expense, so simple an expedient for the removal of an obvious defect as that which has been negatived, the expectation that the Porte should itself undertake to do what is necessary can hardly be deemed unreasonable.

I have, &c.
(Signed) TREVOR CHICHELE PLOWDEN.

Inclosure 5 in No. 9.

Messrs. Lynch and Co. to Mr. Plowden.

The Euphrates and Tigris Steam Navigation Company (Limited),
Bagdad, December 30, 1884.

Sir,

REFERRING to our letter of the 27th ultimo, we regret to learn from our conversation of yesterday that there is no probability of obtaining immediate permission to bring an empty barge up here to be used as a depôt for storing cargo, when, owing to the opposition of the Turkisk steamers, we are unable to get alongside the custom-house to discharge, and we have consequently ordered the barge to return to Busreh.

This matter has cost us nearly 100*l.*, and we have the honour to represent the extreme injustice thus done to us. The barge, as you are aware, was being brought up here quite empty for the sole purpose stated above, and in order not to wound the susceptibilities of the Turkish authorities we went to the expense of employing trackers instead of towing the barge up by one of our steamers, so that we are quite at a loss to understand upon what grounds any objection to its presence here can be based, unless, indeed, as every action of the Turkish authorities points, to throw impediments in the way of British commerce, which, under the present régime, is becoming more difficult every day. We have no hesitation in saying that unless some protection is afforded in the way of facilitating the work of our steamers, trade in this country must shortly come to a dead-lock. The Company which we represent are quite willing to go to any requisite expense, provided Her Majesty's Government can obtain for us the required permission, to make some change in the present state of affairs, and we would suggest that we should be allowed to build a bonded wharf for our own steamers to go alongside and discharge into, but we are quite ready to acquiesce in any other arrangement Her Majesty's Government may be enabled to come to, and would always guarantee that any facilities such as those referred to should be no expense whatever to the Turkish authorities, and, under these circumstances, we beg to submit that we are entitled to the support of Her Majesty's Government.

In our letter of the 2nd instant we pointed out the resistance offered to us by the direction of the Turkish river steamers, and in continuation of that letter we would call your attention to a later instance of petty tyranny towards our steamers. The steam-ship "Khalifah" arrived here on the morning of the 15th instant, and the Turkish steamer "Rassafa" was then alongside the custom-house, having finished discharging the previous day. Notwithstanding this, the director of the Turkish boats refused us twice on the 15th to allow the "Khalifah" to come alongside, and it was the morning of the 18th before we were allowed to do so, the "Rassafa" and her barge occupying the berth the whole time loading or doing nothing. The consequence was that the "Khalifah" which ought to have left here on the 19th with Her Majesty's Indian

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mails, was detained until the 21st, only just arriving in Busrah in time to catch the British India on-carrying steamer.

We have, &c.
(*Pro* Stephen Lynch and Co.),
(Signed) T. S. BLOCKEY, *Agents.*

No. 10.

Mr. Lynch to Earl Granville.—(*Received February* 3.)

The Euphrates and Tigris Steam Navigation Company (*Limited*),
My Lord, 3, *Salter's Hall Court, Cannon Street, January* 30, 1885.

I HAVE the honour to acknowledge the receipt of your letter of the 27th instant, and now beg to inclose copy of a letter received from the Company's agents, urging that unless bonded warehouses be established or barges allowed into which cargo can be discharged commercial affairs generally will meet a new source of obstruction, and if the Local Government persist in keeping the custom-house wharf blocked up by favoured vessels, it will be a great injury to British trade on these rivers.

I believe our Consul-General at Bagdad is unable to obtain redress from the Pasha of that place, and has addressed Constantinople on the subject.

I have, &c.
(Signed) T. K. LYNCH, *Chairman.*

Inclosure in No. 10.

Messrs. Lynch and Co. to Mr. Plowden, December 30, 1884.

[See Inclosure 5 in No. 9.]

No. 11.

Lord E. Fitzmaurice to Mr. Lynch.

Sir, *Foreign Office, February* 9, 1885.

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 30th ultimo relating to the navigation of the Tigris, and, in reply, I am directed by Earl Granville to inform you that his Lordship is awaiting a further report on the subject from Her Majesty's Chargé d'Affaires at Constantinople.

I am, &c.
(Signed) EDMOND FITZMAURICE.

No. 12.

Mr. Wyndham to Earl Granville.—(*Received February* 12.)

(No. 24. Commercial.)
My Lord, *Constantinople, February* 7, 1885.

I HAVE the honour to transmit herewith to your Lordship a copy of a *note verbale* which, in compliance with the instructions contained in your Lordship's despatch No. 13 of the 26th ultimo, I have addressed to the Sublime Porte on the subject of the obstacles interposed in the way of the Euphrates and Tigris Steam Navigation Company's steamers at Bagdad, and the detention of their new barge at Garna.

The considerations which I have laid before the Sublime Porte in their behalf are based upon the letter addressed to your Lordship by Messrs. Lynch upon the 16th ultimo, as well as upon information supplied to me on the subject by Her Majesty's Consul-General at Bagdad.

I have, &c.
(Signed) HUGH WYNDHAM.

Inclosure in No. 12.

Note Verbale.

HER Majesty's Embassy had recently occasion to make a verbal representation to the Sublime Porte on the subject of the detention by the Ottoman officials at Garna of the empty barge which the Euphrates and Tigris Navigation Company had been compelled by circumstances to bring up the river in order to enable the Company to carry on its business.

The Sublime Porte informed Her Majesty's Embassy, in reply, that the barge in question had been detained at Garna owing to the fact that Messrs. Lynch and Co. had brought it up the river without previous permission, thus making an unauthorized addition to their fleet of a vessel measuring 400 tons.

Her Majesty's Embassy has now been directed by Her Majesty's Government to bring to the notice of the Sublime Porte the reasons which compelled Messrs. Lynch to make the arrangement in question, in the hopes that the Imperial Government will duly appreciate the difficulties that have been thrown in the way of the English Company's traffic by the local authorities, and which have rendered some such action on the part of Messrs. Lynch necessary for the due execution of their engagements.

In the first place, the custom-house at Bagdad is not only so limited in size that, when business is active, it cannot contain all the goods that have to pass through it, but it, moreover, possesses only a single wharf, so that it is only possible for one steamer at a time to discharge or take in cargo.

In the second place, Messrs. Lynch and Co. complain that the administration of the Ottoman Oman keeps its steamers at the wharf for periods far exceeding their requirements, thus causing the English steamers to lose considerable time in the discharge and loading of their cargoes. This causes grave inconvenience and prejudice to the English Company, inasmuch as their steamers carry the Indian mails between Bagdad and Bussorah, and renders it materially impossible for them to keep up the weekly communication provided for in their contract with the Indian Government.

The object, therefore, which Messrs. Lynch had in view in bringing the empty barge in question to Bagdad was, obviously, not as has been alleged, to increase the carrying power of their fleet, but merely to secure for themselves the means of carrying on their transactions without unnecessary delay. The barge would be moored at the custom-house, and would, in fact, serve the purpose of an additional depôt and wharf. There was no intention on the part of Messrs. Lynch to use it for any other purpose, and it was dispatched from Bussorah empty and towed by hand, with the express object of showing that there was no design of raising the old question of towing laden barges by the English steamers.

Her Majesty's Embassy takes this opportunity of stating that it is not aware of any special regulation which prohibits the towing by hand of an empty barge from Bussorah to Bagdad, and it is difficult to understand why there should be any objection to such a proceeding, especially after an assurance has been given that the barge will not be used for traffic up and down the river.

Under the circumstances, Her Majesty's Embassy considers it only reasonable that the request of Messrs. Lynch for permission to use a barge for the purpose specified should be favourably entertained. If, however, the Imperial Government should persist in their refusal to accede to this, Messrs. Lynch have expressed their willingness, with a view to meeting the special difficulty caused by the want of space at the single wharf at the Bagdad Custom-house to build, at their own expense, a bonded wharf for the use of the steamers belonging to their Company.

Should the Imperial Government not see their way to acceding to either of these proposals, it would, in the opinion of Her Majesty's Embassy, be desirable for the Sublime Porte to take into consideration the question of enlarging the present custom-house at Bagdad, and in the meantime issue instructions to the Bagdad Government to lay down fair regulations for the impartial use of the existing accommodation, and thus put a stop to the loss and annoyance occasioned to the Tigris and Euphrates Navigation Company by the action of the administration of the Ottoman Oman, and to the difficulties which are continually thrown in the way of their legitimate traffic by the local authorities.

Constantinople, February 6, 1885.

PUBLIC RECORD OFFICE, LONDON

No. 13.

Earl Granville to Mr. Wyndham.

(No. 20. Commercial.)

Sir, *Foreign Office, February* 16, 1885.

I APPROVE your note to the Porte, copy of which is inclosed in your despatch No. 24, Commercial, of the 7th instant, on the subject of the obstacles placed in the way of the Euphrates and Tigris Navigation Company's steamers at Bagdad.

I am, &c.

(Signed) GRANVILLE.

No. 14.

Mr. Lynch to Lord E. Fitzmaurice.—(Received March 3.)

The Euphrates and Tigris Steam Navigation Company (Limited),

My Lord, 3, *Salter's Hall Court, Cannon Street, March* 3, 1885.

I HAVE read the Act of the Berlin Conference regarding the Congo, &c., and from the conversation which I had the honour of having with your Lordship on that subject last year it forcibly occurred to me that now might be a good time to refer to the abnormal opposition, contrary to old acquired rights, shown to the boats and steamers of the Euphrates and Tigris Steam Navigation Company, which have only the same object, the development of commerce. In face of such a document agreed to by the Plenipotentiary of the Ottoman Empire, how can they justify their newly developed illiberal policy on their own rivers, by which the whole trade of that country is paralyzed.

A verbal acknowledgment will be sufficient as I leave this letter, unless your Lordship wishes to see me.

I have, &c.

(Signed) T. K. LYNCH.

No. 15.

Lord E. Fitzmaurice to Mr. Lynch.

Sir, *Foreign Office, March* 6, 1885.

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 3rd instant relative to the question of the navigation of the Tigris, and I am to state, in reply, that the subject of the navigation of the Tigris and Euphrates continues to receive the attention of Her Majesty's Government, but it would not be opportune at present to proceed in the manner suggested in your letter.

I am, &c.

(Signed) EDMOND FITZMAURICE.

No. 16.

Mr. Plowden to Mr. Kennedy.—(Received April 2.)

My dear Kennedy, *Bagdad, March* 6, 1885.

IN reading over the old letter-books of this Residency, I came across a despatch of the 28th April, 1846 (copy inclosed), from Sir Henry Rawlinson, at that time Resident and Consul-General here, to Sir Stratford Canning, on the subject of the arrangement then recently concluded by his Excellency for the navigation of the Tigris and the Euphrates by vessels carrying the British flag. It appears to me that Sir Henry's letter supports the view I have ventured to urge respecting the intentions of this settlement, both in my despatch to Mr. Goschen of the 28th March, 1881, and in the Memorandum which I prepared for the Foreign Office when I was in London in 1882-83. It may help to confute Musurus Pasha the next time the Arrangement of 1846 comes up for discussion. As both Sir S. Canning and the Turkish statesmen who negotiated this Arrangement are all dead, Sir Henry is the

only person now living who has any personal knowledge of the matter. This letter, which gives his impressions recorded at the time, is therefore all the more valuable.

Yours, &c.

(Signed) TREVOR CHICHELE PLOWDEN.

Inclosure in No. 16.

Sir H. Rawlinson to Sir S. Canning.

Sir, *Bagdad, April* 28, 1846.

I HAVE had the honour of presenting to Nejib Pasha the Vizirial instructions regarding the navigation of the rivers of Mesopotamia by British vessels, which formed inclosure to your Excellency's despatch of 4th instant, and his Excellency has promised at once to issue the necessary orders on the subject to the Turkish authorities at Bussorah and the other towns upon the Tigris and Euphrates.

The formal acknowledgment which your Excellency has succeeded in obtaining of our right to navigate these rivers under our own flag, and subject to no other charge than a fee for anchorage, which is so low as to be merely nominal, cannot but be considered a concession of the very highest consequence. I have every reason to believe that the British merchants connected with this part of the Turkish Empire have been alone deterred from establishing steam vessels on the Tigris by the uncertainty which has hitherto prevailed as to a right of navigation, and the duties to which such navigation would be liable. Now that all question on the subject is removed their plans will be, no doubt, carried to maturity; the river craft will be superseded by British steamers, and not only will a lucrative employment be thus found for British capital, but the improvement in the means of transport will also increase the demand for our manufactures at Bagdad, and stimulate, perhaps, the natives of the country to furnish us with produce in return.

I have, &c.

(Signed) H. C. RAWLINSON.

No. 17.

Lord E. Fitzmaurice to Mr. Plowden.

(No. 1. Commercial.)

Sir, *Foreign Office, April* 11, 1885.

I AM directed by Earl Granville to thank you for sending in your letter of the 6th ultimo a copy of Sir Henry Rawlinson's despatch dated the 28th April, 1846, on the subject of the navigation of the Tigris.

I have, &c.

(Signed) EDMOND FITZMAURICE.

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